

WESTERN PACIFIC
Mileposts
JANUARY 1950



WESTERN PACIFIC Mileposts



Vol. I JANUARY, 1950 No. 6

Department of Public Relations, 526 Mission Street, San Francisco
 Lee Sherwood, Editor • Arthur Lloyd, Jr., Associate Editor
 Member American Railway Magazine Editors' Association

CORRESPONDENTS

Ruth Crane, Sacramento Northern • Hazel Petersen, Oakland
 Frank Lindee, Tidewater Southern • Bill McGrath, Chicago
 Nevada Michelson, Elko • Gene Trace, Stockton
 Jim Mills, Molly Fagan, Rita Connolly, San Francisco
 Madge Slaughter, Irene Burton, Sacramento
 Robert Munce, Jr., Los Angeles



INDEX

	Page
Bieber Route—"The Inside Gateway"	3, 4, 5
Caboosing	6, 7, 8, 9, 16, 17, 19, 24, 27
Mileposts in Gold	10, 11
That's A Good Question	12
Two New Stops for California Zephyr	12
WP's Deep Freeze	13, 14, 15, 16
Don't Be Half Safe	18
It's A Take	20, 21, 22
WP Will Remember	22
Conductor Thrailkill Retires from Service	23
Dick Gloster Retires	23
In Memoriam	25
Sports	26, 27
Added Refinements for California Zephyr	27
Railroad Lines	28

Cover: In her own deliberate way, Maude, the mule, tows the saw across the ice at Carlin, Nev., unmindful of zero weather.

BIEBER ROUTE

"THE INSIDE GATEWAY"

Styled good naturedly as a "3-man Medicine Show of Rail Chiefs" by a Seattle newspaper, the presidents of Great Northern, Santa Fe and Western Pacific with their staffs spent the week of January 9th touring over the joint freight route between the Pacific Northwest and Southern California. A good deal of curiosity was aroused, much of it among our own railroaders.

It was, actually, a great deal more than a show of any kind. Purpose of the trip was three-fold: to thoroughly publicize and promote the Bieber gateway with freight shippers, to make the officials of each road familiar with the entire route and the personnel of their partner roads, and to devise cooperatively improved freight schedules and services.

Western Pacific was represented by President Frederic B. Whitman; H. C. Munson, vice-president and general manager; Henry E. Poulter, vice-president—traffic; Gilbert H. Kneiss, assistant to president; E. T. Gallagher, superintendent of transportation; and Marshall E. Boyd, assistant freight traffic manager. Corresponding officials supported President Fred G. Gurley of Santa Fe and President Frank J. Gavin of the Great Northern.

Commencing with a luncheon at Tacoma for interested shippers and civic officials, similar get-togethers were held at Seattle, Portland, Klamath Falls, San Francisco and Los Angeles. A total of 975 guests were entertained at the six affairs which were very informal. At each point, also, the local industrial facilities were inspected by the group.

Between the lunch and dinner get-togethers with shippers, the real hard constructive work of the trip was done. The five business cars in which the tour was made became the scene of intensive conferences. In one the operating officials of the three roads went into a huddle armed with past performance records to work out an expedited and dependable service that could be offered with confidence. In another car the traffic vice-presidents pooled their experience as to what was needed to increase business and put freight back on rails instead of tires.

Meanwhile, in Mr. Gurley's new stainless steel car "Santa Fe," the three chief executives discussed the overall aspects of the situation. When the operating and traffic men had resolved their problems among themselves the two groups held a joint session in Great Northern car A-1 which, with its connecting lounge and dining room, accommodated the whole party. The amiable give and take and the unanimous determination to achieve the maximum coordination was a striking demonstration of cooperation that all of the personnel of three

railroads could work together and solve their joint problems.

Next day, while the special train ploughed through the snow between Klamath Falls and Bieber, the session again convened, joined by the three presidents. They listened to what had been accomplished, demanded assurances that the new schedules could be dependably met,

and placed their seals of approval on the job that had been done.

Briefly this was as follows:

A full day's saving in freight delivery time will be effected on shipments between the Northwest and Southern California, with corresponding benefits to intermediate points.

Two trains daily in each direction will be operated, a new Santa Fe connection with NCX at Stockton being added.

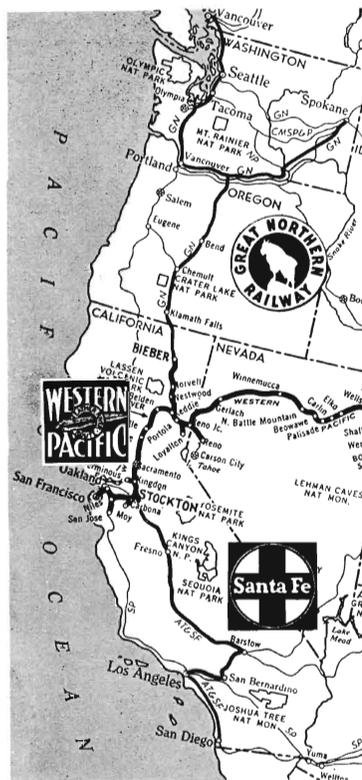
Joint meetings of freight traffic men from the three railroads will be held throughout the territory monthly to promote the route.

An official name for the joint service was chosen: "Bieber Route—The Inside Gateway."

Never before, to our knowledge, have the entire top managements of three railroads met on a joint inspection tour and worked out improved services in this manner. All aboard agreed that it could never have been done by correspondence. The presidents stated that they felt sure all of the officers and employees of the three railroads would carry out the plan of cooperation and determination to provide a safe, efficient and economical joint operation, and that the result would be a dependable, prompt freight service which the traffic departments would be proud to sell.

To Western Pacific it should mean more business for our railroad and greater security of jobs for our railroaders.

The new schedules, effective February 1st, follow:



NORTHBOUND

NCX—Los Angeles to Seattle-Portland - Spokane

	* Day
Lv. AT Los Angeles	9:45 PM 0
Ar. AT Stockton	11:15 PM 1
Del. WP Stockton	3:00 AM 2
Lv. WP Oakland	9:00 PM 0
Ar. WP Stockton	2:00 AM 1
Lv. WP Stockton	4:30 AM 2
Ar. WP Bieber	2:30 AM 3
Lv. GN Bieber	3:30 AM 3
Ar. GN Bend	4:30 PM 3
Lv. SPS Bend	5:30 PM 3
Ar. SPS Wishram	12:01 AM 4
Lv. SPS Wishram	2:00 AM 4
Ar. GN Vancouver	5:00 AM 4
Ar. GN Portland	6:00 AM 4
Ar. GN Seattle	10:00 PM 4

SWG—Los Angeles to Seattle-Portland-Spokane

	* Day
Lv. AT Los Angeles	3:00 AM 1
Ar. AT Stockton	7:30 AM 2
Del. WP Stockton	10:00 AM 2
Lv. WP Oakland	5:30 AM 1
Ar. WP Stockton	10:00 AM 1
Lv. WP Stockton	12:30 PM 2
Ar. WP Bieber	7:20 AM 3
Lv. GN Bieber	8:20 AM 3
Ar. GN Bend	10:00 PM 3
Lv. SPS Bend	11:00 PM 3
Ar. SPS Wishram	5:00 AM 4
Ar. GN Vancouver	12:30 PM 4
Ar. GN Portland	1:30 PM 4
Ar. GN Seattle	10:00 PM 4

NCX makes connection SPS No. 276 at Wishram.
No. 276
Lv. Wishram 6:00 AM 4
Ar. Spokane 9:00 PM 4

No. 276 gets perishable from SWG when train can depart Wishram not later than 8:00 AM No. 276
Ar. Wishram 5:00 AM 4
Lv. Wishram 6:00 AM 4
Ar. Spokane 9:00 PM 4

* Day shown is from Los Angeles
Arrival from Oakland is one day earlier

SOUTHBOUND

SCX—Seattle-Portland Spokane to Los Angeles

	* Day
Lv. GN Spokane	7:00 PM 0
Ar. SPS Wishram	8:00 AM 1
Lv. GN Seattle	10:00 PM 0
Lv. GN Portland	9:00 AM 1
Lv. GN Vancouver	10:30 AM 1
Ar. SPS Wishram	1:00 PM 1
Lv. SPS Wishram	3:00 PM 1
Ar. GN Bieber	2:30 PM 2
Lv. WP Bieber	4:30 PM 2
Del. AT Stockton	2:30 PM 3
Lv. AT Stockton	5:30 PM 3
Lv. AT Stockton	11:30 PM 3
Ar. AT Los Angeles	5:00 AM 5
Ar. WP Oakland	11:30 PM 3

GWS—Seattle-Portland Spokane to Los Angeles

	* Day
Lv. GN Seattle	9:30 AM 1
Lv. GN Portland	6:00 PM 1
Lv. GN Vancouver	9:30 PM 1
Ar. SPS Wishram	12:30 AM 2
Lv. SPS Wishram	2:30 AM 2
Ar. SPS Bend	10:00 AM 2
Lv. GN Bend	11:00 AM 2
Ar. GN Bieber	1:00 AM 3
Lv. WP Bieber	3:00 AM 3
Del. AT Stockton	8:00 PM 3
Lv. AT Stockton	10:00 PM 3
Lv. AT Stockton	11:30 PM 3
Ar. AT Los Angeles	5:00 AM 5
Ar. WP Oakland	1:00 PM 4

SPS No. 275 from Spokane makes connection at Wishram

Speakers table at S. F. luncheon. Left to right: C. E. Finley, vice-pres., G. N.; H. C. Munson, vice-pres., gen. mgr., W. P.; Thos. Balmer, vice-pres., G. N.; G. E. Duffy, asst. vice-pres., S. Fe; F. J. Gavin, pres., G. N.; F. B. Whitman, pres., W. P.; Paul Bissinger, pres., S. F. Cham. of Comm.; F. G. Gurley, pres., S. Fe; W. H. Park, pres., Oakland Cham. of Com.; John M. Budd, vice-pres., G. N.; H. E. Poulterer, vice-pres. traf., W. P.; G. H. Minchin, vice-pres., S. Fe.





Caboosing

Oakland

BUD CANTELOW of the stationery department advises he spent his vacation up the coast near Albion and Ft. Bragg recently—salmon fishing every day. He was only successful twice, but brought home a 15 and a 20 pounder. Maybe Bud and Charlie Vincent should get together?

Incidentally, Bud states that after 18 years on the supply train, he feels like he is in jail in the stationery department, which is enhanced by the fact that the windows have bars! Bud lives on Piedmont Avenue, Oakland.

The only other employee in that department is RUBY GUSTAFSON, who lives in Piedmont. Ruby has a daughter attending UC and, although she lives in one of the sorority houses on the campus, she often brings her friends home with her, and Ruby, who is a very charming and gracious hostess, does all that is expected of her in the way of entertainment. Ruby spent her vacation with relatives and friends in Los Angeles, but managed to get back for the general office Christmas parties.

If you notice someone resembling Abe Lincoln at the freight house, do not rush to your psychiatrist—it is only DON HILLYER. When asked why he was wearing a handlebar mous-

tache and a long beard, Don replied that he liked to be different and that he was shaving just a little off each week so he wouldn't catch cold! Don likes to be modern though, because he is driving a new Cadillac.

Ed MOSS, car foreman, took his office staff, consisting of BOB FAILING, IRMA PIVER and DIXIE GIBB, to dinner just before Christmas, and he very generously invited your correspondent along too. A very delicious dinner, soft candlelight and dancing made the evening at El Nido Rancho on the Orinda "strip" most enjoyable.

Tidewater Southern

The ducks really had a rough time of it for a week during December when BOB THOMPSON, agent, Manteca, opened both barrels on the feathered brethren. Ummm, a duck dinner!

Another week's vacation was enjoyed by GEORGE LYON, agent at Modesto, recently. It happened just before FRED BRANDES took leave from the Modesto office to try and locate in the San Francisco Bay area. Fred has completed a course at a local traffic school and is ready to try his wings. Meanwhile, KIRK CARROL, from the Southern Pacific at Oakland, takes over Fred's duties. Good luck, Fred—welcome, Kirk!

Messrs. MUNSON and WOOLFORD, accompanied by REX KEARNEY, superintendent JACK KENADY, and roadmaster ST. JOER, made an inspection trip of the Tidewater Southern in the new M-1 inspection car, which is a DeSoto Town and Country car with flanged wheels to ride the rails. They had the questionable pleasure of driving the TWS on Highway 99 through Modesto. Part of the way the tracks straddle the double white line! Yes sir, brave men.

The Valley greeted these gentlemen with the best snowfall it has had since 1932. In fact, it was the first snow your correspondent has seen to actually cover Modesto, although it was less than an inch deep.

Chicago

Set 'em up in the other alley . . . Our own attractive ROSE MARIE FITZGERALD seen with a very noticeable limp after a bowling session, wherein KEN RANK proceeded to point out to her that the bowling ball should properly be rolled down the alley—not drop-kicked!

If butter were gold . . . Anyone who has ever eaten with FRED ROBINS, usually avoids a return engagement, unless equipped with a satchel of that yellow stuff that comes via the cow. At meal time (at least when he eats out) Fred puts butter in or on everything from soup to dessert, then drinks you know what as a beverage. Don't see how he could be red blooded.

Old aches and pains . . . JOHNNY RIEGEL, who has more wrong with his system than Notre Dame has

football victories, went through the ordeal of cleaning out his desk during the Holidays. He gets this way every winter, and remains "head-ache, nervous and irritable" until that spring sun lets him get at his beloved golf clubs.

Sacramento Northern

MILT ROWE, assistant trainmaster, Marysville, has been in the hospital at Yuba City for several months. It is sincerely hoped that his recovery will be rapid.

We regret to learn of the death of GEORGE W. WHYBARK, 68, who retired as agent at Oakland June 30, 1949, after 36 years of service. He is survived by his wife, Ella M. Whybark.

Christmas presents exhibited by the male sex are helping to keep the office warm these days, such as that skipper-blue slipover sweater worn by AL FIPPIN. . . . Casual, that rose and green flowered necktie shining from the chest of WILMER ANDERSEN, and not to mention the gold (?) knife and fork tie clasp sported by MILTON ZIEHN. The ladies' presents were obviously not displayable, except, perhaps, in the case of a few added pounds from Holiday candies!

Los Angeles

Among the list of 1950 officers of the Citrus Belt Traffic Club in Southern California, is WILLIAM B. COOK, WP traffic representative, as secretary. The installation was held at a dinner dance at the Dixie Castle in Anaheim on January 16, and DICK C. WILKENS, general agent for

(Continued on Page 16)



The holiday spirit prevailed at the following WP pre-Christmas parties: 1) Signal Dept. gather 'round their tree. 2) Tony Jakenovich entertains for AF&PA employees. 3) Lunch is served for Traffic Dept. 4) Engineering Dept. played host to large group. 5) Art Haring, WP band director, takes bow during WPAC's Christmas carol concerts. 6) Al Plummer, Santa, and three friends—Aaron O'Rullian, Carol Williams, and Robert Cunha, WPAC party.

7) Purchasing Dept. had huge tree. 8) Just before the Law Dept. festivities began. 9) AF&PA employees group for picture. 10) Frank Tufo, Santa, admired by Werner Wikander, Ronnie May-senhalder, Karen Gordon and Karl Wikander. 11) Eastern Divn. employees at Elko enjoyed a white Christmas. 12) Loren Ricks plays carols while Accounting Dept. employees join in with song. (See Caboozing column for news of other Christmas parties.)

MILEPOSTS



IN GOLD

Since the article on service pins appeared in the September issue of MILEPOSTS, the management reports that more and more employees are taking advantage of their privilege to request their first 10-year pin, while an increasing number of eligible employees are sending in their subsequent five-year pins in exchange for a pin in the next higher bracket.

In addition, the president's office reports that many employees have written in to tell of their appreciation for the pins and that many commendations have been received by employees from their friends commenting on the pin's appearance and the fact that so many 30, 35 and 40 year pins are being worn by Western Pacific employees.

Since August 1949, the first issue of MILEPOSTS, service pins have been issued to the following employees:

10-YEAR PINS		
William T. Baker.....	Pumper.....	Eastern Division
Willard H. Francis.....	Boilermaker.....	Mechanical Dept.
Dominic W. Goodman.....	Switchman.....	Western Division
George P. Graves.....	Crew clerk.....	Western Division
Glenn H. McCormick.....	Clerk.....	Western Division
Robert B. McMillan.....	Tele-dispatcher.....	Western Division
Joe M. Reed.....	Clerk.....	Western Division
Kirby L. Reser.....	Conductor.....	Eastern Division
Charles E. Ruse.....	Switchman.....	Eastern Division
Lloyd T. Van Allen.....	Conductor.....	Western Division
Willie Williams.....	Waiter.....	DC&H Dept.
15-YEAR PINS		
Grant S. Allen.....	Chief Dispatcher.....	Western Division
J. D. Bowler.....	Switchman.....	Western Division
Leo F. Delventhal, Jr.....	Transp. Inspector.....	Transp. Dept.
Daniel L. Gonsalves.....	Upholsterer.....	Mechanical Dept.
Robert A. Isaac.....	Conductor.....	Eastern Division
Taylor M. Johnson.....	Conductor.....	Eastern Division
Wm. T. Kennedy.....	Switchman.....	Western Division
Elmer P. Moore.....	Conductor.....	Eastern Division
Peter del Moro.....	Clerk.....	Mechanical Dept.
Arnold S. Skootsky.....	Clerk.....	Western Division
Geo. W. Stonestreet.....	Conductor.....	Eastern Division
Allen H. Wilkinson.....	Ex. Gang Foreman.....	Western Division
20-YEAR PINS		
V. Anderson.....	Water Service Foreman.....	Eastern Division
John C. Arruda.....	Sheet Metal Worker.....	Mechanical Dept.
Kyle H. Calvin.....	Locomotive Engineer.....	Eastern Division
J. W. Chapman.....	Conductor.....	Western Division
F. E. Doyle.....	Towerman.....	Signal Dept.
E. W. Englebright.....	Assistant to President.....	President's Office
Carl H. Flaig.....	Cashier.....	Treasurer's Office
Adrian H. Herrick.....	Machinist's Helper.....	Mechanical Dept.
Arthur V. R. Highes.....	Machinist's Helper.....	Mechanical Dept.
Carl G. Horton.....	Janitor.....	Eastern Division
Hans Jorgenson.....	Clerk.....	Western Division
Capt. H. B. Lampman.....	Captain.....	Marine Dept.

Edward A. McCarthy.....	Assistant Traffic Manager.....	Chicago Office
Mack McDaniels.....	Chef.....	Dining Car Dept.
A. D. Quackenbush.....	Office Engineer.....	Engineering Dept.
Fred J. Saunders.....	Warehouse Foreman.....	Western Division
Jesse E. Schmidlin.....	Machinist.....	Mechanical Dept.
Floyd D. Seaton.....	Conductor.....	Western Division
Wm. F. Seickman.....	Locomotive Engineer.....	Eastern Division
Walter J. Smith.....	Section Foreman.....	Eastern Division
Orson P. Stoddard.....	Carman.....	Mechanical Dept.
Jack R. Strachan.....	Assistant General Auditor.....	Auditor's Office
Hans M. Teichman.....	Clerk.....	Eastern Division
George K. Wenig.....	Chief Clerk.....	Chicago Office

25-YEAR PINS

Grace Adler.....	Clerk.....	Auditor's Office
C. A. Burkett, Jr.....	Conductor.....	Western Division
Alfred B. Callister.....	Linerider.....	Eastern Division
V. L. Classen.....	Clerk.....	Auditor's Office
Vurnis E. Emerson.....	Agent.....	Eastern Division
James H. Pugett.....	Locomotive Engineer.....	Eastern Division
Vittorio C. Garza.....	Section Foreman.....	Eastern Division
Ray E. Good.....	Sheet Metal Worker.....	Mechanical Dept.
Louis Grebenc.....	Dispatcher.....	Eastern Division
James R. Hillam.....	Signal Maintn.....	Signal Dept.
Rollo F. Howell.....	Locomotive Engineer.....	Eastern Division
Spencer H. Lewis.....	Assistant Chief Clerk.....	Transp. Dept.
H. J. Madison.....	General Storekeeper.....	Store Dept.
Raymond N. Moore.....	Locomotive Engineer.....	Eastern Division
Mike Nannini.....	Section Foreman.....	Eastern Division
George H. Patterson.....	Conductor.....	Eastern Division
James A. Potter.....	Clerk.....	Auditor's Office
Arthur E. Roke.....	Clerk.....	Western Division
Guy A. Snowberger.....	Conductor.....	Eastern Division
James H. Sullivan.....	Locomotive Engineer.....	Eastern Division
A. C. Thomas.....	Val-Mech. Engr. Acct.....	Engineering Dept.

30-YEAR PINS

Loren Ames.....	Chief Clerk.....	Eastern Division
C. B. Armstrong.....	Clerk.....	Mechanical Dept.
M. M. Bettencourt.....	Chief Rate Clerk.....	Passenger Dept.
W. C. Daseler.....	Boilermaker.....	Mechanical Dept.
John Dean.....	Brakeman.....	Eastern Division
J. F. McElroy.....	Agent.....	Eastern Division
Christ A. Pappas.....	Section Laborer.....	Eastern Division
A. B. Pelios.....	Boilermaker's Helper.....	Mechanical Dept.
Wm. S. Thompson.....	Locomotive Engineer.....	Eastern Division
William H. Yeaw.....	Division Acct.....	Western Division

35-YEAR PINS

James A. Bittick.....	Locomotive Engineer.....	Western Division
-----------------------	--------------------------	------------------

40-YEAR PINS

R. E. McElroy.....	Agent.....	Western Division
W. E. Meyers.....	Locomotive Engineer.....	Western Division
Floyd R. Seaton.....	Locomotive Engineer.....	Western Division

Beginning with the next issue, MILEPOSTS will list those employees receiving service pins during the previous month. If you are eligible to receive a new pin your supervising officer will be glad to arrange for your request.

Nothing can give you that run-down feeling like *jaywalking!*

Before you trust a rabbit's foot remember, the rabbit trusted it, too!



What's a good question? Those we hope you will send in to us. For under this heading in future issues of MILEPOSTS, your editor intends to stick his neck out and try to give you the answer to any question you send in about Western Pacific.

So . . . what things about our railroad puzzle you? Do you wonder how we keep track of our box cars, scattered all over the nation's railroads . . . why we don't serve tamales in the California Zephyr diners . . . how much we make when we run a freight train . . . or what does a revising clerk revise? (Your editor doesn't know either, but he'll find out if you ask him.)

Let us have your questions and we'll go after the answers!

Two New Stops for California Zephyr

Under date of January 9, Joseph G. Wheeler, passenger traffic manager, announced the streamliner will include Niles and Herlong, California, in their stops on both the eastbound and westbound runs.

For travelers to and from San Jose, Palo Alto, San Mateo, Burlingame and other peninsula points, the stop at Niles will save at least two hours in travel time to Oakland,

rather than going north to San Francisco and crossing the Bay by ferry. Eastbound, the California Zephyr will leave Niles at 10:26 a. m., while westbound the streamliner will arrive at 3:06 p. m.

The stop at Herlong is being made in recognition of the growing importance of that community which now has the largest population on the Western Pacific between Oroville and Salt Lake City. It is expected that the move will prove a great convenience to the large number of passengers traveling between that point and Washington and to and from other military bases.

Something for private motorists to ponder while crawling uphill behind heavy high-way trucks is the fact that trucks have killed as many persons in the past three years as the U. S. Marine Corps lost in the entire war. Between December 7, 1941, and January 1, 1948, the U. S. Marine Corps lost (dead) 24,479 men, according to World Almanac. In the past three years truck deaths totaled 26,400 persons, according to National Safety Council. — Southern Railway System TIES.

WP'S DEEP FREEZE

A huge warehouse containing five storage rooms, approximately 50 by 112 feet each in size, is located at Carlin, Nevada, 645 rail miles east from San Francisco, and 20 miles southwest from Elko, in which Western Pacific stores tons of natural ice for use in icing refrigerator cars.

Shortly after the first of November each year, water is pumped from nearby Humboldt River into an artificial pond approximately 20 acres in size. Freezing rate, with normal 20 below to 20 above zero temperatures, runs about one-half to one inch per day. During the 1949-1950 harvest, which began January 3 and ended January 13, the crew of approximately 100 men ran 14,950 tons of ice into the warehouse, averaging 1,359 tons per day. Measuring from 14 to 16 inches in thickness, the 22-inch square ice blocks weighed in the neighborhood of 220 to 260 pounds.

With the aid of two power saws, one "motorized" by "Maude" the reliable mule, the ice is first cross-cut partially through in 22-inch strips. These strips are then cut at right angles into 22 in. square blocks, forming a huge checkerboard pattern. A double row of ice is then floated along an open water channel where men, stationed with double-tined bars, break the floats into 22-inch square cakes, as it passes by enroute to an escalator leading up to the gallery, from where the blocks of ice are slid into the warehouse

rooms on gravity runs. Other men, equipped with long-handled pickers, are stationed along the entire channel to keep the ice blocks moving steadily.

Leaving the channel and after being picked up on the escalator, the ice blocks pass under an "edger," which scrapes free any slush that may have accumulated on the ice, and grooves the surface for storing purposes. Reaching the gallery, which runs alongside the storehouse, the ice blocks are conveyed mechanically along a platform where men stationed before each room's doorway pull off the ice with the aid of a pickeroon, sliding them down the adjustable gravity runs where two "switchers" are ready and waiting to slide the ice into position. This particularly hazardous job is done only by skilled men who wear ice creepers fastened to their shoes to prevent slipping while working on top of the previous layer of ice already stored. Accurately placing the blocks into position, they are then deftly up-ended by two men equipped with pickeroons and stacked closely in position.

The ice house is insulated and the ice acts as its own refrigerant until removed and used for icing refrigerator cars at Carlin, or shipped to WP's only other ice station at Portola for icing cars at that point.

Western Pacific can well be proud of the fact that no injuries were ex-

(Continued on Page 16)



1) Ice house. 2) Cross-cutting the ice. 3) Maude mugs for cameraman. 4, 5 & 6) Moving floats toward and around the turn. 7) Floats start up the channel toward ice house. 8) Breaking floats into 22-in. squares. 9) Ice measures 14 inches. 10) Up the escalator and through the edger. 11) Overlooking pond from atop the escalator. 12) Ice moves along gallery. 13) Left to right: Ira

C. Baldwin, Charles K. Faye, Ruben G. Dalton, Foy Cole and Charles Drake, on gallery. 14) Skidding the ice into the warehouse. 15) Switching the heavy blocks into position. 16) Ice is stored on end. 17) 1300 tons housed January 6th. 18) Time out for chow.

WP's Deep Freeze

(Continued from Page 13)

perienced during the 1949-1950 harvest, consisting of 9,000 man hours of work in an extremely hazardous occupation.

It has been estimated that Western Pacific uses a total of 200 million pounds of artificial ice per year for icing shipments of perishable freight. Figuratively, this would be a ribbon of ice 10 inches deep, 20 inches wide and 316 miles long, certainly enough for serving a year's supply of iced drinks for a good-sized community if the ice were used for human consumption—which it is not.

Under the jurisdiction of Charles K. Faye, manager of perishable freight service, and his assistant, Kenneth V. Plummer, Jr., the ice harvesting is capably handled by Ira C. Baldwin, supervising icing agent, of Portola, who is directly responsible for the entire operation.

It is Baldwin's decision to begin that means either a successful or unsuccessful harvesting, and he has the enviable record of only one crop failure in nearly 20 years of ice harvesting, and this was due to abnormally high temperatures. Assisting Baldwin are Ruben G. Dalton, general foreman; Foy Cole, gallery foreman, and Charles Drake, pond foreman, all of Carlin.

Caboosing . . .

(Continued from Page 7)

WP at Los Angeles, was the installing officer for the evening. Robert L. Templeton, traffic manager, Tree-

sweet Products, Santa Ana, was installed president.

At the annual installation dinner of the Los Angeles Junior Traffic Club on January 19, MILEPOSTS correspondent and traffic representative, BOB MUNCE, was honored by a presentation from the membership for having successfully served as first chairman of the board of directors of that organization. It was Munce's pleasure to present the first honorary membership of that group to J. D. Rearden, beloved and respected retiring traffic manager of the Union Oil Company.

Stockton

Now that the holidays are over and everyone is settling down to work again, it's nice just to lean back and see what kind of a holiday season we had.

It was nice to welcome back trainmaster W. G. HOWELL on January 2 from his vacation. W. G. usually takes his annual vacation the last two weeks in December, which enables him to attend the East-West football game, which he says was terrific this year. From Stockton, he is naturally a booster for little Eddie LeBaron, who made quite a name for himself in that game and during the entire season.

Might mention that assistant trainmaster G. H. EVANS has started off the New Year by being away on a special assignment. We do manage to see him on occasions though.

There was a turn of sadness during the holidays, and our deepest sympathy was and is extended to GLADYS and JOHNNIE EVANS. John-

nie's mother died December 7 and the following week his sister passed away.

Our sympathies are also extended to switchman GEORGE MAUTZ, who lost the companionship of his beloved wife, who passed away during the latter part of December.

It was quite a pleasant surprise when the HOBBS-PARSONS PRODUCERS in Stockton sent boxes of oranges, apples, bananas and nuts to be distributed to the employees at the yard office.

We will sincerely miss SAM E. CRAIG, who works between the freight office and the yard office, during his year's leave of absence.

That beautiful star sapphire looks very well indeed on the finger of crew clerk, PHYLIS ROCKWELL. Who is the lucky fellow, Phylis?

Conductor W. E. MOSS was in the office recently and told us that Dr. Pope was going to okay his return to work. Bill suffered a mild heart attack about two months ago and has improved very rapidly.

Incidentally, DR. JAMES POPE was appointed to the WP medical staff during 1949 and, although he doesn't want any of our employees to get on the sick list, says he will be happy to see any employee in his office, at their convenience, through appointment.

WALT HARRIS, former trainmaster's clerk at Stockton, relieved VELMA PRENTISS while she was on her vacation during December. Walt said it was just like old home week. Velma returned to work January 3 looking more chic than ever.

Sacramento Store

MR. and MRS. CLAUD CRAIN received a nice pre-Christmas present upon the arrival of a baby daughter, Mary Alice, on December 17.

Holiday vacations were heartily enjoyed by HARRY MESSER and GEORGIA CHINDAHL. We could all use part of our vacation during those busy days.

MR. and MRS. REMO RAINERO left Sacramento last July for an extended trip to Italy to visit with their brothers and sisters. Arriving home just before Christmas, they said their trip was wonderful. Their travels took them throughout Italy, with principal stops at Rome and Venice.

Sacramento

A party is being scheduled for OSWALD M. TOOMEY, assistant to superintendent of motive power, who retired from active railroad service December 31. Extremely well liked by all his fellow workers, he will be greatly missed.

Congratulations were extended VIOLA TUCKER, steno-clerk in Mr. Gleason's office, upon her marriage on December 26 to Mr. Sam Bloom.

A nice two-week vacation was enjoyed in the southern part of the state by HELEN MCCOY, file clerk.

The welcome mat is out for MRS. GERTRUDE MACDONALD, new steno-clerk in the SMP office. We are very happy to have her with us.

The much talked about RDC-1 Budd car underwent minor changes in the Sacramento Shops before

(Continued on Page 19)

Don't Be HALF Safe!

By HOMER BRYAN

"Don't Be Half Safe" is an admonition that applies to everyone wherever he may be. Its application should have no limits.

Too little thought is given to safe living; too many things are permitted to divert our minds for a moment or a split second, and a tragedy occurs. Because of that split second diversion, a lifelong burden may be placed upon us and upon those whom we seek to protect. Or, perhaps, a safe worker is the innocent victim of our thoughtlessness.

For years home accidents were killing 31,500 people annually — in 1949 there were 211 fatal accidents in San Francisco homes, with but 36 in industry. Agricultural and other accidents were killing 18,500 farm residents yearly, and public accidents were killing 15,000 more.

Don't think that safety rules are just a set of restrictions gotten up by someone with nothing else to do. They are guides and admonitions made in an effort to protect your life and limb. They are based on experience through a continuing study of accident causation. They are a medium through which we hope to help reduce accident frequency and severity. They cannot possibly contribute to that end unless you help and encourage others to help through their observance.

We are counting on you to be on the accident-free honor roll for 1950. Remember that three out of every five accidents to industrial workers happen off the job. Remember, too, that you can trip, slip or fall into the hospital or the grave, but you can't get out that way!

At a staff meeting in San Francisco January 30, there was a general discussion of our safety performance for 1949, as compared with 1948. I take pleasure in commending all employees and their families for the cooperative effort that reduced our personal injury ratio from 12.88 in 1948, to 10.27 for 1949.

However, I emphasized to all the officers, as I emphasize to you, that if each of us will intensively dedicate his efforts even more sincerely toward the avoidance of personal injuries during 1950, it is perfectly possible for us to attain a vastly better safety performance. I suggest to all officers and employees that we set ourselves as a goal a ratio which will not exceed five injuries per million man hours. We can reach that goal if all of us are sincere enough in our determination, and I feel sure that I can count on all of you to make that determination effective.

F. B. Whitman

Caboosing . . .

(Continued from Page 17)

being placed in trial service on Western Pacific's eastern division.

Everyone was happy to see retired superintendent of motive power, WILLIAM J. O'NEILL, at the mechanical department's Christmas party. The party was a huge success and Bill heartily enjoyed himself.

San Francisco

MARY WILEY, telegraph office, surprised everyone with her Reno marriage December 31 to Paul Trickett, who is anxiously awaiting his discharge from Uncle Sam's Navy some time in September. Lots of happiness to you, Mary and Paul.

Sincere wishes are extended for a speedy recovery from your major operation, CLOTILDE SULLIVAN. The car records office is awaiting your return.

OSCAR LARSON, chief clerk-transportation, spent a few days during December with his son, Johnnie, shooting ducks over Newark way. We don't know whose marksmanship was responsible, but the boys came home loaded—with ducks, of course.

ROBERTA STEARNS, AF&PA, announced her engagement on December 24 to WALTER BASTEDO, also of that department.

Our engineering department correspondent, MOLLY FAGAN, went to Seattle to visit with her sister during the holidays and had a merry time and a real white Christmas.

After eight months with the passenger department's service bureau,

BERNADINE SOARES left the company November 19, married Don Harris, U. S. Navy, and is now living in San Diego.

We hope LEAH LATHROP was able to at least enjoy her Christmas holiday, even though recuperating from a major operation which kept her away from the office for a couple of weeks.

MAX FREGOSO, operator of one of our elevators, reports that a second baby daughter arrived December 23 just in time for Christmas. Katharine Joyce naturally has her daddy's nice curly hair.

A luncheon was enjoyed by GERTRUDE VERBARG on January 11 at the expense of the girls in the foreign freight office in celebration of 30 years of service with the company. Gertrude is also enjoying the comforts of a new home out Walnut Creek way.

While FRANK TUFFO, dressed as Santa Claus, rendered a fine version of "Mule Train" while clamoring out from the huge fireplace set up in the auditor's office in lieu of their Christmas party. We have been wondering if our good natured HILDING NILSSON, building superintendent BILL FISCHER's right hand man, couldn't have done an excellent version of "Jingle Bells."

Elko

Our very humble apologies to the personnel in the passenger and freight depots and the office forces at the round house for our lack of time and inability to plan the annual Christmas party. However, we did

(Continued on Page 24)

"IT'S A TAKE!"

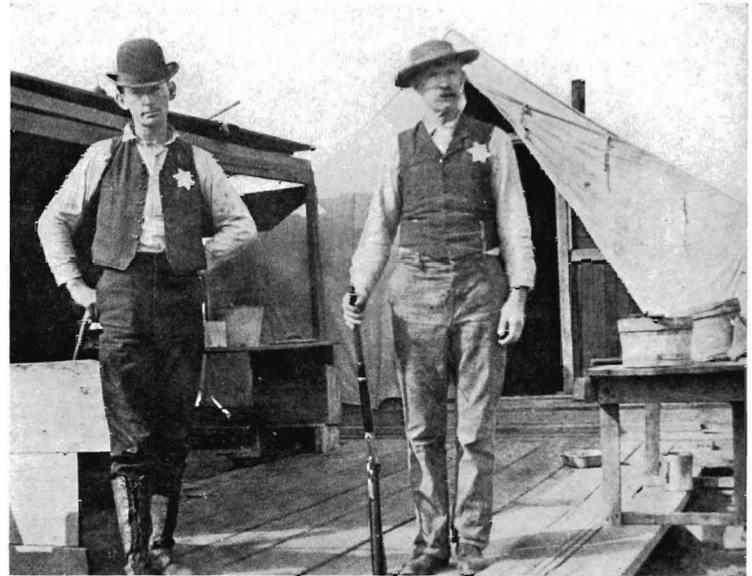
Passengers on the eastbound California Zephyr December 14 found themselves part of a traveling movie set as a Lippert Productions crew moved heavy sound and camera equipment aboard to film actual scenes for their forthcoming railroad thriller, "Western Pacific Agent."

Traveling from Hollywood to Oakland by chartered plane, the cast and crew boarded the streamliner at Oakland Pier and the whole train was placed at their disposal as a set. Under the direction of production supervisor, Bert Sternbach, the

huge cameras and lights were set up, first in the dining car, and then in the lounge car and its Vista-dome. Western Pacific's general electrical supervisor, Richard F. Carter, was on hand to assist with operation of the heavy duty movie equipment from the train's electrical system.

The picture, starring Kent Taylor and Sheila Ryan, and supported by Robert Lowery, Mickey Knox and Morris Carnovsky, revolves around the railroad's efficient special agent department which protects passengers, freight and company property.

Action scene in Vista-dome car shows Vera Marshe, with camera, while Kent Taylor and Sheila Ryan look on.



Far different from the modern-day railroad agent were "Dick" and "Andy," the original Western Pacific guards, shown armed to the teeth in 1907.

A railroad paymaster and a draw-bridge tender are killed in a holdup. With no witnesses, and only meager clues, Kent Taylor, as an ace railroad detective, swings into action, aided by local peace officers.

The film will reintroduce Mickey Knox, who scored as the young tough in "City Across the River," in the part of a youthful "bindlestiff" on the prowl for ways and means of making a "fast buck."

Many scenes were shot in the Vista-dome while the train sped up the Feather River Canyon, and the passengers aboard the train all seemed to thoroughly enjoy watch-

ing the efficient way in which the action was filmed in the limited space available; the deft stance of the sound man who rested the microphone boom on top of his head as he kept it out of camera range but still close enough to the cast to catch their lines, and (for a few) getting into the action as atmosphere.

Betty Pittske, Zephyrette aboard the train, was even given a speaking part in the cast and, according to Sternbach, turned in an excellent performance.

At Portola a chartered bus met the party to carry them to Reno air-

port, where their plane waited for the return to Hollywood.

While preparing the script, Lip-pert Productions conferred at length with Western Pacific's chief special agent, Arthur D. Thatcher, gathering authentic data and color concerning the activity of the company's railroad police.

Produced by Sig Neufeld and directed by Sam Newfield, the picture is scheduled for release in the near future. Watch your local theater for "Western Pacific Agent."

(top right) Left to right, facing camera: Sam Newfield, director; Archie Dalzell, cameraman; Ernest Miller, director of photography.

(lower left) Glamorous Betty Pittske, Zephyrette, received a speaking part in the cast and is shown operating the radio and public address control board aboard the California Zephyr.



WP WILL REMEMBER...

"When a man devotes his life to an industry he has truly paid that industry the greatest compliment possible."

Now retired after serving Western Pacific well, are:

Pedro Hernandez, laborer, Elko.
Fred H. Krausnick, revising clerk, San Francisco.

Tom P. London, conductor, Portola.

Andrew D. Mullins, waiter, Oakland.

Oliver A. Nowell, superintendent of shops, Sacramento.

Oswald M. Toomey, assistant to superintendent of motive power.

Claudio Yturriaga, carman helper, Winnemucca.

CONDUCTOR THRAILKILL RETIRES FROM SERVICE

On December 31, William Thrailkill arrived at Portola as conductor on the Reno local, and ended a railroad service that began 45 years ago.

Entering service with the Southern Pacific in October 1904, Bill spent six years with that company before entering Western Pacific service in 1910 on the old Boca & Loyaltan line, working both in engine and train service.

In 1916 he went on to the main line and for the past 30 years has been a conductor, working out of Portola.

It was while with the SP that Thrailkill had his narrowest escape. The engine he was firing turned over and he was completely buried beneath it. Fred Balzar, who later became governor of Nevada, was conductor on the train and dug him out from under the engine after he had been buried for 45 minutes.

Later, he suffered a cracked collar bone and ribs after having been dragged several car lengths along the ties in an overturned caboose on the WP. Hoboes riding the train rushed to his rescue and dragged him to safety, but not until after the caboose caught fire.

"It's all in a day's work," says Bill, "and now I'm going to have the time to do a lot of things I've been wanting to do—such as hunting and fishing."

Jimmie Grace, retired Ind. Com., was on hand to see that his old friend was well taken care of. Dick holds humorous drawing of his future with television.

DICK GLOSTER RETIRES

Seventy-five associate employees and friends gathered at St. Julien Restaurant December 29 to honor Richard I. Gloster, who retired after a twenty-seven-year career with WP's engineering department.

A graduate of the University of Washington's class of 1907, Dick spent seven years railroad engineering in the Pacific Northwest and seven years with the I. C. C. before coming to WP in 1921 as estimating engineer. He was promoted to office engineer in 1927, made assistant engineer in 1930, and the title of valuation engineer was later added.

Following dinner, Dick was presented with a television set, a check for Mrs. Gloster, who was absent because of illness, and, as a gag from his accounting department "friends," an old wall clock for future clock watching purposes—something new for him.

Showing of WP's movie, "Go West to San Francisco," completed an enjoyable evening.



Caboosing . . .

(Continued from Page 19)

arrange a banquet at the Stockmen's Hotel, and we're sorry that more of our number did not attend. We're very grateful to all those who did attend, and take this opportunity to thank the management of the hotel for their part in making the party a very happy occasion.

The officials and clerks whose offices are located on the second floor of the depot building enjoyed their usual Christmas get-together and exchange of gifts around the tree on December 23. The luncheon was potluck, with GORDON and TATE SWITZER donating a turkey. Candy, cigarettes and cigars were the gifts of PUCCINELLI Co. and the H.B. MILLER Co. of Salt Lake City.

Among those enjoying short vacations during the holiday season were GORDON SWITZER, OWEN TERRY, ALLAN THORPE, FAY STRANGE, CARL PACINI and KEITH CLARK.

Our deepest sympathy to EDNA HARPER in her bereavement. Her husband, RALPH HARPER, manager of the Elko telegraph office, passed away after an illness of several weeks.

The first working days of the New Year were officially ushered in by the presence of assistant general auditor JACK STRACHAN, auditor of payroll accounts LELAND MICHELSON, assistant to the general auditor JACK WADE, and traveling accountant KARL WRAGG, all from the San Francisco general office.

Our congratulations to mama and papa GEIST, dispatchers office, who

have a new son, John L., Jr., and to grandma and grandpa MANCA, steno and engineer respectively, on their first grandchild, little Miss Faralee Manca.

Among University students who spent their Christmas vacations at home were Margaret Terry, daughter of OWEN and MARY TERRY; Jimmie Calkins, son of JAMES and BERNICE CALKINS; Bill Lynch, son of JAMES and ELSIE LYNCH; and Leland and Jimmie Ford sons of JAMES and VIOLA FORD. JIMMIE CALKINS, who has been working on files, will depart soon for San Francisco, and we sincerely hope we'll be able to find the files.

Karen Howell, 7-year-old daughter of conductor and MRS. FRANK "BOOTS" HOWELL, is able to be up and around after a long illness. She will go to Salt Lake City shortly for further treatment.

Our congratulations to JACKIE ETCHEBEHERE and LEO REDANT, whose marriage on New Year's Day culminated a long courtship. We hope they'll both be very happy.

BILL CLYDE, representative for the J. V. Moan Commissary Co., has been transferred to the Ogden office of that company. We'll miss your sunny smile, Bill, but will welcome your successor, STANLEY VELTMAN.

Timekeepers FAY STRANGE and ERNIE MUELLER, who made the trip to Carlin to pay off when the ice harvest was finished, no more expected an Indian to respond to the name of "Oppenheimer" than for a native of old Mexico to respond to

(Continued on Page 27)

In Memoriam

Too late to correct our report on the rapid recovery of JOHN E. "SPIKE" HENNESSY in the December issue of MILEPOSTS, we learned of his death on December 29, 1949.

Spike, attorney for Western Pacific from April 1943 through May 1948, resigned to enter private law practice in Los Angeles under the firm name of Gordon, Knapp and Hennessy.

A native of San Francisco, Spike was born September 18, 1902, and received his education in San Francisco parochial schools and the San Francisco Law School.

After 20 years with the Southern Pacific Company, he was admitted to the Bar and became attorney for the Pacific Southwest Railroad Association.

His many friends at Western Pacific and elsewhere were greatly shocked to learn of his death.

(top right) Edward H. Bell (lower left) John E. Hennessy.



Edward H. Bell, 61, a member of Western Pacific's Board of Directors since December 28, 1944, and head of the American Can Company's Pacific Division, died January 12 at San Francisco after a brief illness.

Born in Texas and educated at the University of Texas, Bell was a member of the Pacific Union Club, Bohemian Club and San Francisco Golf Club; and of clubs in Seattle, Portland, and Vancouver, B. C.

Starting his forty-year career with the American Can Co. as a junior salesman here in 1909, he held many important positions with the firm in this country and abroad.

Surviving are his widow; a daughter, Mrs. E. T. Zook, Jr.; a brother, W. C. Bell; and two sisters, Mrs. Bently Byrd, Mrs. Kenneth Black.

His son, Lieut. Thaddeus R. Bell, was lost in Naval action during World War II.



• SPORTS •

SOFTBALL

Two softball leagues will get under way in San Francisco during March, and Western Pacific hopes to be well represented. No decision has yet been made by manager Jim Mills or coach Tony Quill as to whether the railroaders will enter the San Francisco Recreation Department League or the San Francisco Industrial League.

Meanwhile, any Western Pacific employee desiring to show his softball ability is requested to contact Jim on local 497 or Tony on local 355, as they have several positions to fill and tryouts will be held in the near future and announced at a later date.

The series in each league will consist of six games.

RAILWAY BOWLING TOURNAMENT

The American Railway Bowling association will hold its 26th annual bowling tournament in Chicago on Saturdays and Sundays from April 15 to April 30. Site of the tournament is to be the Uptown Bowl, 4812 North Clark Street, Chicago 40, Illinois.

Entry blanks can be obtained by writing Frank W. Carroll, secretary, 142 North York Road, Bensenville, Illinois.

BASKETBALL

In losing two games by just one point, Western Pacific's basketball team lost their chance to enter the playoffs in the Industrial Men's Basketball Tournament of the San Francisco Recreation Department. By dropping the game with W. P. Fuller 33 to 32, and coming out on the short end of a 30 to 29 score with Bank of California, the railroaders, instead of ending up in a possible tie for second place, finished in fifth place and just out of the playoffs.

Final standings of the teams in Class CC-C (National) were as follows:

	WON	LOST
W. P. Fuller	8	0
California Packing Corp.	6	2*
Anglo Calif. National Bank	6	2*
Bank of California	5	3
Western Pacific	4	4
Remler Radio	3	5
Standard Oil	2	6
Safeway Stores	2	6
Simmons Company	0	8

*California Packing Corp. won the playoff for second place tie.

With another year's playing experience behind them, WP's basketball team is looking forward to next year when they hope to finish at the top of the League. A great deal of enthusiasm was built up this year by both the players and spectators who turned out to watch the games. The bright new uniforms worn by the railroaders of green twill with a red, white and gold WP emblem added much color to the games and proved to be quite popular.

Members of the team, coached by Johnny Suseoff of WP's 8th and Brannan freight office, were:

Bob Ahlgrim, Treasurer's office
 Dick Connell, Service Bureau
 Jack Ditty, AF&PA
 John Dullea, Freight Traffic
 Reggie Dunkley, Freight Traffic
 Cliff Gerstner, Engineering (Captain)
 Norman Jackson, Treasurer's office
 Dave Mariani, Service Bureau
 Jim Mills, AF&PA
 Frank Whities, Freight Traffic

BOWLING

Western Pacific bowlers at Elko, sponsored by Blatz Beer, have been climbing up and down the ladder, and supporters of the team are demanding that they either keep on that number one pin or roll 'em down the gutter. At the present writing they are tied for fifth place in the league.

Although resting in last place in the Chico City Bowling League, the Western Pacific bowlers recently managed to knock over the Oroville Orphans and dropped them into fifth place in that league.



Bob Ditty rolls a strike for Transportation team.

Added Refinements For California Zephyr

As part of a definite policy of maintaining the California Zephyr cars as the very last word in rail passenger equipment, the coaches will be withdrawn from service one at a time during the few weeks' travel season before Easter, and returned to the shops in Chicago to receive all the latest refinements.

Although the famous trans-continental streamliner has been in service only since March 20, 1949, the car builders have developed more luxurious foot and leg rests, improvements in the air conditioning, and other minor features, all of which will be incorporated for next summer's peak traffic.

Caboosing . . .

(Continued from Page 24)

"Murphy." Oh, well, what's in a name.

We are happy to report that trainmaster HARRY YOE is able to sit up for short periods after hospitalization for a heart ailment.

Our sincere thanks to the group of WP employees who answered the call for help in filling the Christmas stockings at the Stockmen's Hotel. We're deeply grateful to Santa Claus for making Christmas happier for Western Pacific children who were ill by a personal visit to their home, and to MR. R. C. ELLIS, who made this visit possible. "Tis not the work you accomplish each day, 'tis the sunshine you spread along the way."

Railroad Lines

Effective January 15, a new schedule went into effect for The Seminole, through train between Chicago and Florida, over the Illinois Central, Central of Georgia and Atlantic Coast Line railroads, with a through sleeping car between Chicago and Miami over the Florida East Coast Railway.

• • •

A new passenger train, The Varsity, carrying reclining seat coaches and grill car, went into service in January for The Chicago, Indianapolis and Louisville Railway, operating from Bloomington, Indiana to Chicago every Friday, and from Chicago to Bloomington every Sunday.

• • •

In anticipation of streamliner service on the Seattle-Vancouver line next spring, The Great Northern Railway has announced a 32 per cent reduction in one-way and round-trip coach fares between those points effective January 15.

• • •

In the year 1949, railroads moved more tons more miles for each hour of freight train service, and operated a greater mileage of fast, modern passenger train service each day, than ever before, according to a statement issued by William T. Faricy, president of the Association of American Railroads.

• • •

Orders for 15 additional diesel-electric locomotives were approved by the Missouri-Kansas-Texas Railroad Company's directors in December and delivery is expected during the first quarter of 1950.

• • •

The Pacific Railroad Society of Los Angeles is sponsoring an excursion over Southern Pacific Lines to Reno February 24, 25 and 26, with special equipment for rail fans and photographers.

• • •

Sixty all-steel platform cupola type cabooses will be built by Missouri Pacific at their De Soto, Missouri, car building plant.

• • •

Colonel J. Monroe Johnson was elected December 9 to serve as chairman of the I.C.C. for the calendar year 1950.

• • •

Elgin, Joliet and Eastern Railway ad suggests world's most fantastic headline would be "Truckers place order for new concrete highway!"